

Montana and the Sky



Vol. 40, No. 6

MONTANA AERONAUTICS DIVISION

June 1989

NEW AERONAUTICS BOARD MEETS

Having reached its full complement of nine members through six new appointments by Governor Stephens, the Montana Aeronautics Board met in Helena June 13 and 14.

New appointees and the groups they represent are:

Howard Gipe, Kalispell, County Commission. A retired Montana Highway Patrol officer, Gipe is a Flathead County commissioner and is currently chairman of the Commission. He was born in Great Falls and raised in the Flathead area. Enlisting in the Air Force in 1952, Gipe served two years as a gunner on a B-29 and two years as a boom operation on KC97 in flight refueling. Gipe holds a pilots license and was one of the first five "Bear in the Air" pilots for the Highway Patrol.

Russell Pankey, Director of Airports, Missoula County Airport Authority, Montana Airport Management Association. Pankey has been employed in the aviation industry for 34 years. He is a former Illinois

Aeronautics Board member. He was employed for 11 years with the Springfield, Illinois, Airport Authority and 16 years with Ozark Airlines. He has served on numerous state and national aviation associations and boards. Pankey has held a private pilots license since 1955.

Joel Fenger, Chester, Montana Pilots Association. Fenger is a native of Chester. He attended schools in Chester, Polson, Chicago, Illinois, and Minden, Nevada. Fenger spent six years in the Montana Air National Guard. He started flying at age 15 and owns and operates Frontier Aviation in Chester. He also has a farming operation there. Fenger holds commercial, instrument, and multiengine certificates and serves as an Accident Prevention Counselor. He has over 12,000 hours total flight time.

Pete Pederson, Glasgow, Montana Chamber of Commerce. Pederson was raised in Whitefish and moved to Glasgow in 1960. He holds a bachelor's degree from Eastern Montana College. Pederson served in

the Air Force and following discharge began employment with Markle's Implement in Glasgow as their general manager. He is a member of the Governor's Essential Air Service Task Force. Pederson is a private pilot and has been a member of the MPA for over 20 years, holding several offices in the organization.

Douglas Freeman, Hardin, League of Cities and Towns. Freeman also fulfills the

(continued on page 8)

JUNE IS NATIONAL LEARN-TO-FLY MONTH

June has been officially declared National Learn-To-Fly Month. The General Aviation Task Force, a non-profit group formed to improve public understanding of general aviation, is spearheading the promotion. Congress has introduced a Joint Resolution making the declaration.

A combination of factors threaten to drain the United States' pool of pilots in the 1990s: a burgeoning demand for pilots due to increasing commercial and corporate air travel, a reduction in current military trained pilots, and the escalating retirements of pilots trained in World War II and the Korean War.

With the military providing fewer pilots, flight schools will be training the bulk of tomorrow's pilots. The National Learn-To-Fly effort will boost awareness of learning to fly and explain the standards and procedures of pilot training.

With Learn-To-Fly Month, the general aviation industry hopes to take the mystery out of learning to fly for the people who may become tomorrow's pilots and, more important, to expose our naturally curious public to the standards and procedures of pilot training.



Aeronautics Board members gathered for a meeting in Helena June 13 - 14. From left they are: Sig Ugrin, Miles City; Russ Pankey, Missoula; George Teslovick, Great Falls; Al Cochrane, Bigfork; Howard Gipe, Kalispell; Douglas Freeman, Hardin; Joel Fenger, Chester; Pete Pederson, Glasgow; and Mike Strand, Kalispell.

Administrator's Column

Liability Insurance Legislation. U.S. Secretary of Transportation Samuel Skinner has spoken out against the current general aviation product liability system as being "inequitable and unfair" and supports reform legislation now before Congress. In the April issue of *Montana and the Sky*, I talked about the two pieces of legislation introduced in Congress which, if passed, will help in putting an end to the outrageous legal actions against manufacturers of general aviation products. These court actions are killing the entire industry; and the two bills, H.R. 1307 and S. 640, introduced by Congressman Dan Glickman and Senator Nancy Kassebaum, both from Kansas, are being strongly supported by the entire general aviation industry and the organizations of the National Aviation Association Coalition. Secretary Skinner's welcome position on this important issue comes as no surprise to many as he is the first Secretary of Transportation with any general aviation experience and background.

Essential Air Service Receives Funds. In last month's *Montana and the Sky*, I talked about the \$6.6 million shortfall in the subsidy funding of the EAS program. The U.S. Senate recently approved the 1989 emergency supplemental appropriations bill which the House turned down. The bill included the \$6.6 million for EAS subsidy which will, if passed, provide enough money to continue the EAS program through this fiscal year. The bill was then sent to a Joint Conference Committee and a compromise worked out. They agreed to fund the \$6.6 million to keep the program intact through the end of this fiscal year. However, the Senate did have to agree to consider some type of reduction, such as a per-passenger cap in funding the program for FY 90. We are, therefore, faced with some changes in the EAS subsidy formula which could possibly affect air service at some Montana communities. The compromise bill must now be approved by both the House and Senate before it is final. Senator Baucus plans to introduce legislation to fund the EAS program in the future through appropriations from the Aviation User Trust Fund.

A Step in the Right Direction. The FAA, in response to heavy criticism from throughout the aviation community for what has been cited as their "heavy handed" tactics in enforcement actions, requested recommendations from a panel made up of general aviation groups in addressing this issue. The panel recommended that compliance with regulations should be voluntary and be based on education resulting in awareness and a thorough understanding of such regulations. They recommended that formal enforcement actions should only be necessary when previous efforts have been unsuccessful or when the violator fails to comply and that the FAA officials have the discretion to take into consideration the circumstances in determining what appropriate action to take. The group emphasized that when enforcement action becomes necessary it must be fair.

Independent FAA. There is a strong move to separate the FAA from the U.S. Department of Transportation. Among those supporting such action is the National Aviation Association Coalition, which is made up of 17 national aviation organizations. This issue has gained a considerable amount of support, and the proponents feel that such action will give the FAA more control over such things as system funding and safety related issues and that this move is a necessary step in order to achieve much needed FAA reform. The proposed legislation (H.R. 1633) introduced by House Aviation Subcommittee Chairman James Oberstar from Minnesota, also establishes a five-year fixed term for the FAA administrator.



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KALISPELL YOUTH WINS FLIGHT SCHOLARSHIP



The Montana Aeronautics Division announces that Kevin Peterson of Kalispell has been awarded a \$250 flight scholarship.

Selected as the outstanding student in his aviation science class at Flathead High School, Peterson will use the scholarship to help defray the costs of flight instruction at the FBO of his choice.

Peterson just completed his junior year at Flathead High School. He is an active member of the Civil Air Patrol. His future plans are to enter the Air Force after graduation and earn an aeronautical engineering degree through the ROTC scholarship program.

He plans to begin flight lessons immediately and hopes to have his license by the end of the summer.

DILLON TO DEDICATE AIRPORT

August 26 is the date for the dedication of the airport at Dillon. The dedication ceremony is scheduled to begin at 1:00 p.m.

The day will begin with a fly-in breakfast to be served between 8:00 a.m. and noon. From 10:00 until noon there will be flour bombing and spot landing contests. Airplane rides will be given with the charge based on a price per pound.

Transportation to town will be provided. Those flying in should bring tiedown ropes.



BOZEMAN TO HOST CENTENNIAL AIR SHOW

Montana's Centennial Air Show will be held at Gallatin Field on July 8 and 9.

The show will feature the U.S. Air Force Thunderbirds and will include an F-15 demonstration team, the U.S. Army Golden Knights parachute team, and a U.S. Coast Guard HU-25A Falcon demonstration.

Civilian acts include Joann Osterud in her Hiperbiplane, Leon Boyde with his clipped wing Taylorcraft, and the Red Knight T-33 jet.

Aircraft of all types will be on static display including a B-1 bomber, C-5 cargo plane, C-141, C-130, P-3 Orion, KC-135, KC-10, several fighter aircraft, and specialty aircraft. In addition, Montana's own Antique Aircraft Association will display their airplanes.

The gates open at 8:30 a.m. on Saturday, July 8, and the airport will close at 12:00 noon when the show starts. The airport will reopen at 5:00 p.m. The Thunderbirds will fly on Saturday, July 8, only.

On Sunday, July 9, the gates open at 8:30 a.m., the airport closes and the show starts at 12:00 noon, and the airport will reopen at 3:45 p.m.

Air Show tickets are \$8 for a two-day pass for adults and \$4 for children when purchased in advance. Advance tickets can be purchased from Bozeman-area businesses. Tickets purchased at the gate on the day of the show will be \$8 for adults and \$4 for children.

The Centennial Air Show is sponsored by the Bozeman Area Chamber of Commerce.

Gallatin Airport Manager Ted Mathis asks that those pilots flying to Gallatin Field for the Air Show please remember to bring their own tiedowns and plan to park in the grass.

CALENDAR

June 24 - Airport Dedication Fly-In and Air Show, Baker.

June 25 - Del Bonita Fly-In.

July 1 - MPA Board Meeting, Beacon Star Antique Airfield, Moore.

July 2 - Fly-In at Big Sky Airport, Ennis. Registration begins at 8:00 a.m. Call Tammy Yedinak at 682-7431.

July 2 - Central Montana Centennial Fly-In/Drive-In Breakfast, Beacon Star Antique Airfield, Moore. Breakfast served between 8:00 and 12:00 - \$2 per plate.

July 5 - 9 - IFF Convention, Portland, Oregon.

July 8 - 9 - Montana Centennial Air Show, Gallatin Field, Bozeman. Featuring the Thunderbirds.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 23 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.

July 30 - Flathead Centennial Air Show, Glacier Park International Airport, Kalispell. Featuring the Thunderbirds and five other acts.

Aug. 4 - 6 - MAAA Antique Fly-In, Three Forks.

Aug. 8 - 13 - Air Show Canada 1989, Abbotsford, B.C.

Aug. 13 - Harlowton Boy Scout Benefit Fly-In Breakfast, 6:00 a.m. - 12:00 noon. Girl Scout Benefit Airplane Wash.

Aug. 26 - Dillon Airport Dedication.

Sept. 22 - 24 - Mountain Search Pilot Clinic, Kalispell.

Oct. 6 - 8 - MFF Convention, Colonial Inn, Helena.

Feb. 28 - March 3, 1990 - Montana Aviation Conference, Helena.

Change of Address

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

BENCHMARK WORK SESSION FLY-IN HELD

The first of what we anticipate to be an annual event took place May 21 - 22 at the Benchmark Airstrip located in the mountains about 25 miles west of Augusta.

Benchmark was constructed in 1966 through a joint venture between the Montana Aeronautics Commission, U.S. Forest Service, and the Federal Aviation Administration. It is a 6000' X 100' paved runway with paved tiedown areas at each end and is owned by the U.S.F.S.

The purpose of the volunteer work session was to rebuild the old pilots campground near the south tiedown area. This effort was a joint venture between the Montana Aeronautics Division, the Great Falls and Helena Hangars of the Montana Pilots

Association, and the U.S. Forest Service.

Actually, the campground was never previously completed. However, a well had been dug and capped and a men's/women's outhouse was constructed. The U.S.F.S. tested the well and installed a pitcher pump and assisted with building a new walkway from the tiedown area to the campground. The Aeronautics Division provided paint, windsocks, and supplies, while each of the above MPA Hangars agreed to build a picnic table. However, the Great Falls pilots surprisingly showed up with two just to get one up on the Helena pilots!

The outhouse was repaired and painted inside and out, signs were repaired and repainted, fireplaces were installed, two gates

were installed, fence repaired, new windsocks installed, and brush was cleared. In general, the entire area was cleaned and is now a beautiful fly-in camping facility.

Fishing is only a few yards from the campground, while the Benchmark Wilderness Ranch, where accommodations and horses are available, is about a quarter of a mile walk from the campground.

In addition to the Great Falls and Helena MPA volunteers, two airplanes from the Glasgow MPA Hangar and Mike Ferguson from the Aeronautics Division also flew in to help. Besides doing a lot of work, everyone had a fun weekend.



Painting the sign are (from left) Vicky Beck, Mike Ferguson, Celestine Lacey, and Cary Duncan, all from Helena.



Unloading one picnic table is a part of the crew from Great Falls.



The Helena group discusses the logistics of unloading the table they built.



Rock picking - always a favorite occupation - was also a part of the general spruce-up of the campground.



A fireplace ring gets installed along with a new grill.



Tipping a heavy table into place requires teamwork.



Dave Gates repairs the doorway on the outhouse.



Paint brushes are wielded by Celestine Lacey and Vicky Beck.



Resting from their labors are Dave Gates, Greg Riggan, and Jim Ellis, all from Great Falls.

FUEL TANK SEMINAR HELD IN HELENA

The Montana Aeronautics Division hosted a fuel storage tank seminar in Helena on May 5. Purpose of the seminar was to explain and discuss issues relating to both above-ground and underground storage of fuel on airports. Attendees included those contemplating installations of new fuel storage systems as well as those who may be operating existing systems which may or may not be in compliance with state and/or federal regulations.

Seminar topics included EPA/Montana regulations, new Montana legislation, Part 77 rules on airport obstructions, tank testing procedures and cost, and fire regulations.

Approximately 35 people attended the seminar.

Speakers at the fuel tank seminar in Helena included:



Sarah Dalton, Civil Engineer, FAA



Rich Levandowski, Deputy State Fire Marshall (left), and Ray Blehm, Montana State Fire Marshall.



Jean Riley, Environmental Specialist, Montana Department of Health



Rob Fee, Tanknology Company, Kalispell

99s PLAN A BUSY SUMMER

The Montana Chapter of the 99s is gearing up for a busy summer with several projects in the works.

Officers of the group, elected during the 1989 Montana Aviation Conference, include: Linda Marshall, Belgrade, chairman; Tina Pomeroy, Livingston, vice chairman; Loretta Chapman, Gardiner, secretary; and Jan Anderson, Bigfork, treasurer.

The Montana Chapter plans to help with the air show planned for Bozeman on July 8 and 9. On July 29, they will airmark the airport at Three Forks.

The 99s plan to sponsor a poker run beginning the last week in July. This is open to anyone who would like to enter. Cards in sealed envelopes will be distributed to FBOs in Bozeman, Livingston, Butte, and Helena where they can be picked up by contestants. The final card will be held at the Antique Fly-In in Three Forks August 4 - 6 and will cost the contestant \$5. The best five-card poker hand wins half the total collected. The other half will be used by the 99s to help fund their projects.

Other projects of the 99s include their Flying Companion Seminars for non-pilots, which they will begin conducting in early fall. In addition, they are putting together an aviation/aerospace education program to be offered to schools and service organizations throughout the state. Centerpiece of this program will be the new video, "Montana Aviation - A True Story."

For further information call Linda Marshall at 388-7668.

BOARD APPROVES AIRPORT LOAN REQUESTS

At their meeting in Helena on June 13 and 14, the Aeronautics Board reviewed and approved the following requests for airport loans and grants. All of the loans are to be used for the sponsor's 10% share of projects funded 90% through federal funds.

Stevensville - Airport improvements including new medium intensity lighting system and rehabilitation of runway and apron.

Sidney-Richland - Construct parallel taxiway to Runway 01/19.

Plentywood - Overlay Runway 12/30, apron and taxiway. Install storm water disposal system in apron. Install EPA approved fuel tanks, pumps, and monitoring system.

Jordan - Rehabilitation of runway, taxiway, and apron paved surfaces. Runway and approach light improvements. Reconstruction of portions of runway.

Lewistown - Runway 25 extension 2036' X 100', relocate VASIs and REILs. Rehabilitation of Runway 7/25. Construction of taxiway 2509' X 35'. Reconstruction of hangar access and retrofit 36" rotating beacon.

Miles City - Snow removal equipment and airport improvements.

Cut Bank - Preliminary engineering grant of \$1,000 to prepare engineering study for runway repairs.

Other on-going airport construction projects will be listed in the July issue of Montana and the Sky.

It is important to remember that state and federally funded airport projects may cause workers and equipment to be on airports near aircraft operating areas. With the short summer construction season upon us, it is important for pilots to check for NOTAMs for all destination airports.

YOUR SHOULDER HARNESS

IF YOU'VE GOT IT - USE IT!

MODE C IN EFFECT AS OF JULY 1

Effective July 1, 1989, Mode C transponders will be required under the following conditions:

- Above 10,000 feet MSL. It is already required above 12,500 feet across the country.
- Within a 30-mile radius of the 27 airports in 23 Terminal Control Areas (TCAs), regardless of altitude and regardless of whether the aircraft is flying inside the TCA.
- In all airspace from the ceiling of a TCA up to 10,000 feet.
- All aircraft operating within a 30 NM radius of a TCA primary airport, from the surface to 10,000 feet MSL.

(Some exceptions to apply to gliders,

balloons, and other aircraft without an electrical system.)

The requirement complies with a Congressional mandate, adopted in December 1987, to expand the requirement for Mode C carriage.

Additional Mode C requirements will take effect December 30, 1990.



TWO UNIQUE AIRPLANES ENTER MONTANA



Jim Ellis of Great Falls recently purchased this highly modified Piper PA-12 which his Great Falls friends have affectionately named "Big Foot." Some of the modifications include huge tires, referred to as "racing slicks," 180 horsepower Lycoming engine, extended wings and flaps, STOL cuffed leading edges, fences, gap seals, sleeping compartment, and much more. The airplane has tremendous short field capabilities. However, Jim says it's a mite slow; and his flight from Alaska, where he purchased it, gave him plenty of time to enjoy the scenery. Jim has been looking for a long time for such an airplane. Congratulations, Jim!



Mike Mulroney of Helena recently purchased this beautiful RV-4 in Oregon and reports that it's quite a transition from his Fairchild 24 (which may now be for sale). The RV-4, powered by a 180 horsepower engine, is almost 100 miles per hour faster. This airplane clearly exhibits master craftsmanship and is a "showpiece" having a beautiful paint job and upholstery. Congratulations, Mike!

FAA ISSUES CERTIFICATES

PRIVATE

Randall Colberg	Anaconda
Kirey Kenney	Billings
Landal Leep	Bozeman
Clifton Mitchell	Stevensville
Dennis Robinson	Victor
Curtis Schmidt	Missoula
Trevor Thomas	Simpson
Roy Toavs	Wolf Point
Robert Vollrath	East Glacier
Jason Weiner	Bozeman
David Williams	Havre
James Beauchamp	Butte
David Boyer	Helena
Andrew Cofer	Bozeman
Jeff Edes	Roundup
William Fladager	Peerless
Dale Herman	Fort Shaw
Tony Hulett	Swan Lake
Paul Lande	Lodge Grass
Mike Larsen	Billings
Lawrence Markovich	Butte
Michael McCartner	Bozeman
William Metz	Billings
Charles Munk	Butte
Russell Olsen	Kalispell
Gregory Richards	Billings
Hans Schweitzer	Hamilton
Jeralyn Smith	Whitefish
Shawn Zimmerman	Kalispell

COMMERCIAL

Franklin Little	Great Falls
Robert Norton	Helena
Phillip Rademacher	Great Falls
Jeffery Berg	Wolf Point
Kent Hern	Missoula
Gale Nayematsu	Billings
John Purlee	Billings
Michel Steinberg	Kalispell

INSTRUMENT

Trent Thompson	Forsyth
John Purlee	Billings
Carson Coryell	Forsyth
David Flamand	Butte
Terry Hanson	Whitefish
Steve Nicoll	Missoula
Rodney Baird	Billings
Kenneth Knebel	Helena
Steven Buschette	Billings
Stephen Davenport	Billings
Bruce Patterson	Great Falls

ATP

Alton Cattrell	Butte
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Sage Olson	Billings
Mohamed Khalifa	Billings
David Gellner	Billings

MULTIENGINE

Rae Smolen	Great Falls
Michael Harder	Great Falls

INSTRUCTOR

Gerald Gorton	Miles City
Jerry Larson	Shelby
Thomas Marchwick	Belgrade
Kelly Lewis	Helena

INSTRUCTOR INSTRUMENT

Richy Bjelkevig	Billings
Deidra Fuller	Billings
Stephen Graves	Lavina

INSTRUCTOR RENEW/REINSTATE

Mary Verry	Missoula
Raymond Brennan	Great Falls
Gary Martin	Glasgow
Donald Wolfe	Chester
Arnold Lindberg	Cut Bank
William Woodhouse	Power
Donald Dolan	Helena
Edward Chinske	Havre
Timothy Dwyer	Havre
Jay Nance	Billings
Kenneth Mullikan	Billings
Peter Nelson	Billings
Raymond Ross	Bozeman
Henry Lame	Cut Bank
Daniel Paulson	Missoula
Donald Paul	Clancy

John Maxness	Glasgow
William Abel	Lewistown
Larry French	Wolf Point
Scott Bare	Helena
Alton Cattrell	Butte
Kenneth Cebulski	Malta
Phillip Dutton	Glasgow
Allen Eisenbart	Butte
Duane Hodgkinson	Livingston
Linda Marshall	Belgrade
Edgar Obie	Chinook
Patricia Rasmussen	Great Falls
Donald Scalf	Kalispell
Herbert Swainson	Billings
William Wash	Ashland
Richard Webb	Big Timber
Donald Anderson	Billings
Ralph Ashmore	Missoula
Chris Chaney	Great Falls
Felix Csorosz	Missoula
Joachim Glaschat	Great Falls
Russell Hamer	Helena
Fred Hasskamp	Helena
Ralph Klawitter	Missoula
Harold Matovich	Billings
Thomas Mellott	Conrad
Terry Mitton	Columbia Falls
Eric Nelson	Billings
Douglas Parrott	Roundup
James Rice	Helena
Willard Rimby	Lewistown
John Stene	Polson
Sharon Strecker	Whitefish
Gary Watson	Missoula
James Wiederholt	Billings

ANTIQUERS MEET AT BEACON STAR



The Antique Airplane Association held a fly-in/meeting June 10 and 11 at Beacon Star Antique Airfield. Pictured above are (from left): Jerry Mayala, Bob Marshall, Hap Hall, Mike Mulroney, Paula DeKeyrel, Bud Hall, Wayne Edsall, Frank Bass, and Ed Musselman. Major topic of discussion was the annual MAAA Fly-In to be held at Three Forks August 4 - 6.

NEW AERONAUTICS BOARD MEETS

(continued from page 1)

requirement that one Board member be an attorney. Freeman was educated in Nebraska where he received his law degree from the University of Nebraska School of Law in 1952. He was admitted to the State Bar of Montana in 1954. Operating a law practice in Hardin since 1954, Freeman served as Big Horn County Attorney from 1968 to 1976. He is a member of the Yellowstone Bar Association, the Montana School of Law Board of Visitors, and past chairman of the Montana Regional Crime Control Commission. He is Deputy City Attorney of Hardin.

George Teslovick, Great Falls, Airlines. Teslovick is manager of Northwest Airlines in Great Falls. A native of Pittsburgh, Pennsylvania, Teslovick began his career with Northwest in June 1941 in Minneapolis where

he was a communications radio operator. He transferred from Minneapolis to Bismarck where he was enrolled in the Civilian Pilot Training program and served in the Air Corps Reserve during World War II. He moved to Great Falls in 1946. Teslovick served as a member of the Parks and Recreation Board for the city of Great Falls for four years.

In addition to the above six new appointments, Governor Stephens appointment Myron K. "Mike" Strand, Kalispell to serve as Board chairman. Strand represents aviation education interests on the Board and has been a member since 1983. Appointed by Strand to serve as Board vice chairman is Sig Ugrin, Miles City, who represents state FBOs. Board secretary is Al Cochrane, Bigfork, Board member at-large.

The terms of five Board members expired in January and a sixth member resigned. Those whose terms expired include Jim McLean, Bozeman; Ted Mathis, Belgrade; Robert Worthington, Helena; Fred Lark,

Lewistown; and Brad DeZort, Fairfield. Resigning due to the press of business was Terry Marshall, Billings.

The agenda of the June Board meeting included approval of airport construction loans and grants, orientation of new Board members with Aeronautics Division programs and budgeting, updates on the Essential Air Service issues, and information on the Aviation Organizations of Montana. The Board also met with Mike Letson, director of the Department of Commerce.

The next Aeronautics Board meeting is tentatively scheduled for September 29 - 30.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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